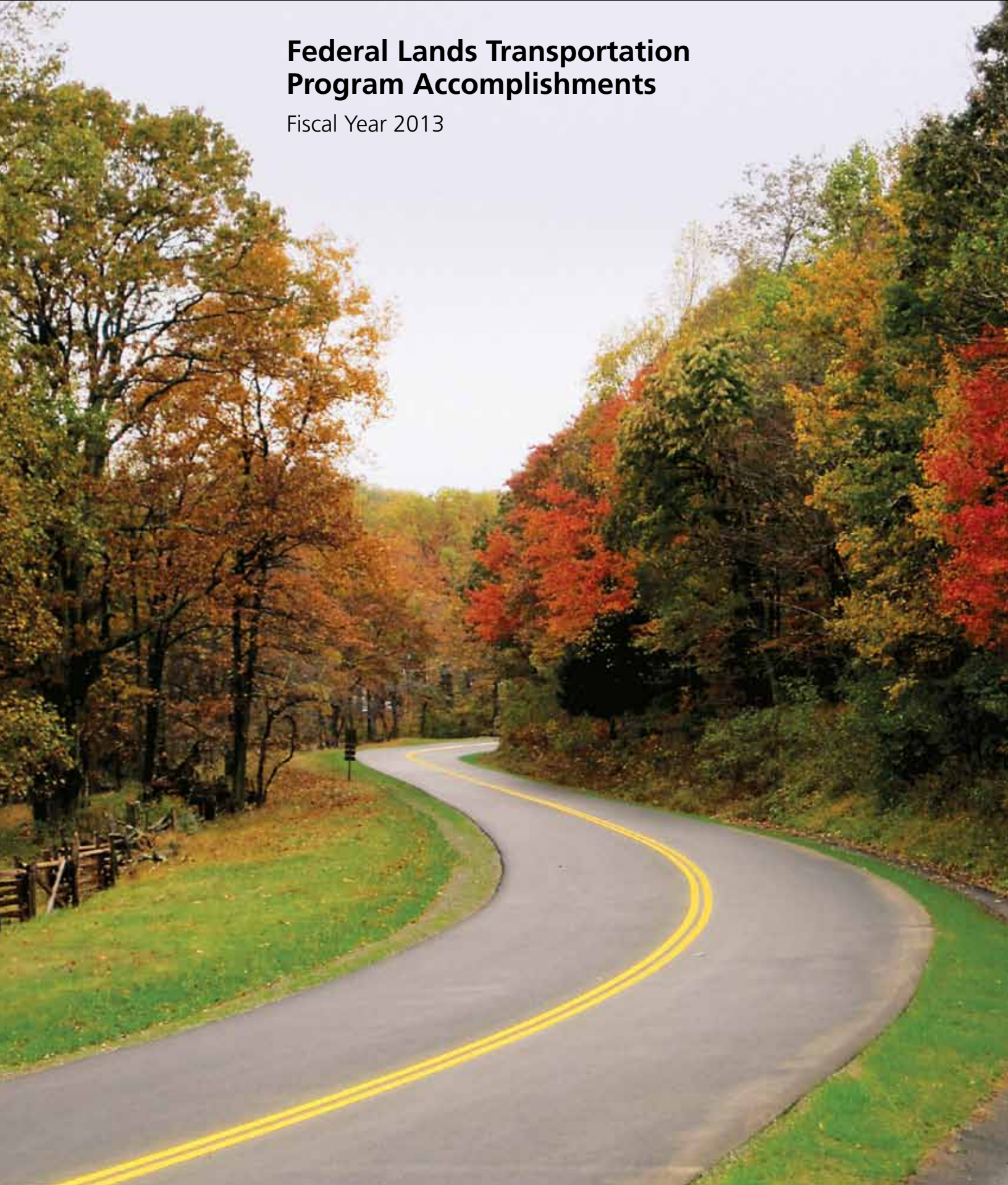




Federal Lands Transportation Program Accomplishments

Fiscal Year 2013





Introduction

America's national parks are some of the most treasured and valued places in the country, providing natural, cultural, and historic value to each new generation. Every day, hundreds of thousands of people visit America's 401 national parks units. In 2012, the NPS recorded 283 million visitors, averaging 775,000 visitors daily. In 2010, national park visitors were responsible for a \$31 billion impact on the country's economy, supporting more than 258,400 American jobs.¹

The National Park Service (NPS) transportation system provides access to these great lands while protecting the natural and cultural resources that make up the park system. Because of the value national parks provide to all Americans, the maintenance of the public's access to them is a federal responsibility.

This document reports the goals and achievements of the National Park Service Federal Lands Transportation Program funding in Fiscal Year 2013 (FY13), as required by the Implementation Guidance for the Federal Lands Transportation Program.²

NPS Transportation Goals and Objectives

The NPS seeks to provide users and visitors with comfortable, safe and efficient transportation by managing its transportation program according to two themes.³

The first theme is to invest wisely in core transportation infrastructure through sound asset management principles, in accordance with the NPS *Call to Action* (C2A).⁴ The NPS is implementing its Capital Investment Strategy (CIS) and emphasizing data-driven asset management.⁵ Strategies include maintaining the highest priority transportation assets in good condition, considering the total cost of facility ownership, and deprioritizing investments which expand operations and maintenance needs. The NPS will continue to invest in the development and implementation of asset management and analysis systems. These systems will better inform project choices and monitor

progress in the areas of safety, bridge and pavement condition, and congestion management. The NPS will continue to develop and use these systems to the greatest extent practical under the cap on planning funds under the Moving Ahead for Progress in the 21st Century Act (MAP-21).

The second theme is to address transportation needs beyond the capacity of the core program. This involves rehabilitation of large and/or unique transportation assets, functional obsolescence of NPS facilities, and projects of significant interest, such as the Arlington Memorial Bridge in Washington, D.C. Although new construction will not be a main focus of this strategy, completing the "missing link" of the Foothills Parkway and Great Smoky Mountains National Park in Tennessee is an NPS priority.

NPS Transportation Assets and Services

The NPS owns and operates approximately 5,550 paved miles of park roads that are open to the public, 1,100 miles of which are parkways. NPS owns the equivalent of 971 paved miles of parking areas, 7,000 miles of unpaved roads, 1,442 bridges, 62 tunnels, and 17,872 miles of trails, of which 5,012 miles (28%) are paved.⁶

The NPS has 147 transit systems in 72 of 401 park units, including trolleys, rail systems, canal boats, ferries, tour boats, cable cars, snow coaches, trams, buses and vans. Some of these systems provide the only visitor access to parks or sites.

Intelligent Transportation Systems (ITS) improve efficiency in over 130 parks. The NPS ITS⁷ include traveler information, traffic management, parking



**Blue Ridge Parkway—
Slide Stabilization and
Reconstruction of Blue Ridge
Parkway at Milepost 358**

This project reconstructed a significant fill slope supporting the Blue Ridge Parkway on the flanks of Mount Mitchell at Milepost 358. A collapsed retaining wall below the fill slope threatened to undermine the slope and road above. The compromised slope was excavated and reconstructed using a mechanically stabilized earth structure. Approximately 17,000 cubic yards of material were excavated and reconstructed. As part of the project, the drainage system was reconfigured and reconstructed ensuring that stormwater runoff and groundwater is directed to stable outfalls. The project was completed in May 2013.



Natchez Trace Parkway – Multi-Use Trail

The Multi-Use Trail adjacent to Natchez Trace Parkway is a 10' wide superpave asphalt concrete trail with 2' shoulders. Trail length is approximately 2.5 miles. Construction was completed in April 2013.

lot demand management, global positioning systems for fleets, interactive kiosks and entrance gate fast-pass systems. While road infrastructure and automobiles maximize visitor freedom of movement, alternative transportation systems (ATS) and ITS help improve transportation efficiency and in many cases protect natural and cultural resources in sensitive or otherwise inaccessible areas. Implementation and use of these systems reduce fossil fuel consumption and greenhouse gas emissions.

FY13 Financial Summary

NPS allocation of the FLTP is jointly administered by FHWA Office of Federal Lands Highway (FLH) and the National Park Service.

During FY13, NPS FLTP obligations totaled \$217 million. \$173 million was obligated by FLH and \$44 million was obligated by the NPS.

The NPS migrated to the Department of Interior's (DOI) Financial and Business Management System (FBMS) at the start of FY13. The migration has created several challenges for the NPS Transportation Program. The majority of NPS fund sources are one-year. Projects with one-year fund sources were closed to conversion from FFS to FBMS. Transportation projects are often multi-year endeavors requiring conversion of FFS accounts to the new FBMS requirements. Conversion of existing accounts often conflicted with FBMS business rules and required staff from multiple NPS offices to resolve. Despite the challenges of implementing a new finance system, the Transportation Program and NPS Comptroller Office were able to successfully execute expenditures for FY13 with strong efforts by field and WASO staff. The NPS Transportation Program continues to work with FBMS experts to improve financial reporting.

The remainder of this document reports program outputs and outcomes using best available information. Information varies depending on whether FLH or NPS delivers a project.

FY13 Activity and Subactivity for NPS Construction Projects	
Activity and Sub activity	Obligations
Construction Contract Awards (CN)	\$ 153,385 K
Awards	151,434 K
Modifications	9,952 K
Other	5,119 K
Natural Resources Conservation Service (NRCS)	572 K
De-obligation	(13,692 K)
Preliminary Engineering (PE)	27,135 K
Design	26,489 K
Compliance	2,072 K
De-obligation	(1,426 K)
Construction Engineering (CE)	20,602 K
Construction Management	20,608 K
Compliance Monitoring	1,094 K
De-obligation	(1,100 K)
Planning (PL)	13,101 K
De-obligation	(956 K)
Transportation Planning	14,056 K
Admin (AD)	2,997 K
Program Administration	2,997 K
Grand Total	\$ 217,220 K

Note: This table does not include \$23 million in takedowns and rescissions.

FY13 Program Outcomes

The NPS seeks to monitor FLTP performance in five areas: Condition, Safety, Congestion, Transit and Economic Benefits.

Condition

In FY13, FLTP funds improved condition of about 600 miles of NPS roads, 2.7 miles of trails, about 4 miles on 90 bridges, 0.172 miles on 2 tunnels, and 1.26 miles on 4 walls.

The NPS ultimately would like to improve the Pavement Conditioning Rating (PCR) to 85 and maintain the Bridge Health Index (BHI) at 0.92.⁸ These condition levels will provide the users of most NPS transportation facilities a safe and comfortable travel experience. However, asset management analysis (bridge and pavement) indicates that this is not possible under the current FLTP funding level. More realistic performance targets for bridge and pavement conditions are being developed assuming current funding levels. This will likely include different targets for different network segments, which is consistent with the capital investment strategy discussed above.

Roads: FHWA guidance specifies three condition performance measures for roads: Pavement Conditioning Rating (PCR), International Roughness Index (IRI) and Pavement Surface Evaluation and Rating (PASER). In FY13, the FLTP provided NPS less than what the agency needs to maintain the condition of its transportation assets.

With a \$170 million investment, the PCR public paved roads decreased from 83.4 to 83.1 (-0.36%) from the end of FY12 to the end of FY13. The PCR for paved parking areas decreased from 70.8 to 69.2 (-2.26%). The PCR for public paved roads and parking areas decreased from 81.6 to 81.1 (-0.61%) from the previous fiscal year. Despite these decreases, the condition of roads remains fair.

If there was a \$290M investment in FY13, (as described by the Reauthorization Resource Paper) NPS would have expected PCR to increase by 0.5 to 83.9. If there was no investment in NPS roads during FY13, NPS would have expected PCR to decrease by 1.83 to 81.57.



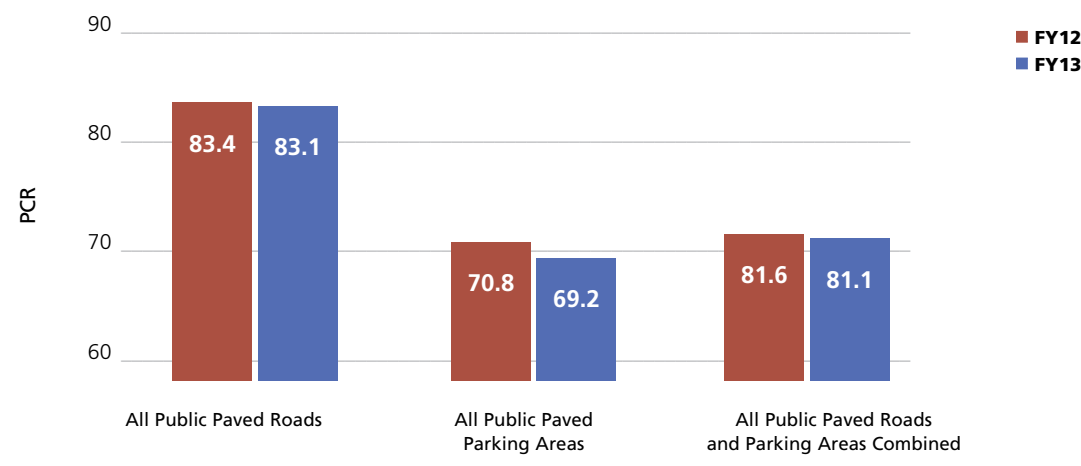
Blue Ridge Parkway—Resurfacing and Rehabilitation of Blue Ridge Parkway from Milepost 0.0 to 15.6

This project rehabilitated 15.6 miles of the Blue Ridge Parkway on the north end where it meets Shenandoah National Park. The road base was reconstructed using full-depth reclamation with cement stabilization. The motor road was then paved with a 4" asphalt pavement cross section. In addition to reconstruction of the motor road surface and grass shoulders, many of the drainage structures were reconstructed and rehabilitated, including historic stone headwalls, paved waterways and stone curbs. Construction also included rehabilitating and repaving overlooks along this section of the Parkway. The project was completed Change in Pavement in September 2013.

FY13 Work Category for NPS FLTP Projects

Work Category	Number of Projects	Obligations
Category I / 3R	343	\$ 176,944,443
Category I / 4R	52	\$ 16,551,734
Category III	73	\$ 12,283,196
Category II	14	\$ 2,174,901
Planning (5% Cap)	27	\$ 8,916,749
Other (ARRA, Special Projects)	6	\$ 348,810
Total	515	\$ 217,219,833

Change in Pavement Conditioning Rating, 2012 – 2013





BEFORE



AFTER

Grand Teton National Park – North Park Road

The North Park Road is a 27 mile road that serves as a primary access route to Yellowstone National Park, providing stunning mountain views of the Teton Mountain Range. The project, completed in August 2013, repaired drainage, bridge and pavement conditions on approximately 6.4 miles of road. In an effort to provide safer bicycle passage along this section of roadway, the project incorporated 5' paved shoulders, meeting AASHTO standards for safe bicycle use along the road.

System net change in IRI was not available at this time. The NPS is working with Eastern Federal Lands Highway to report IRI in FY14.

The NPS does not collect PASER data on the condition of its unpaved roads on a network level. The NPS recently completed a pilot effort to collect an unpaved road rating mechanism based upon PASER in the Alaska Region, however the results are not available at the time of writing.

Bridges: NPS obligated \$23 million in FY13 to bridge repair, rehabilitation, replacement and construction projects. The last reported change in BHI for public motor vehicle structures increased from 0.924 to 0.927 (0.32%) excluding the Arlington Memorial Bridge and from 0.909 to 0.912 (0.33%) including the Arlington Memorial Bridge. There was no change in the number or percentage of structurally deficient public motor vehicle structures. As bridges are inspected on a two year cycle, the BHI does not specifically reference change from the beginning to the end of FY13.

Tunnels and Walls: Non-pavement features are generally considered to be part of the general pavement infrastructure and are included in PCR, as reported by FHWA. Walls are not part of the PCR, however wall deferred maintenance is included with the roadway's deferred maintenance.

The condition of tunnels is included in Bridge Health Index, which is detailed above.

Safety

A Transportation Safety Management System is currently being developed, and collection and reporting of fatality and injury is a key requirement of that system. Currently, the system is only partially operational but the system capacity will improve over time. The current goal is to have a fully operational system within five years.

Change in Bridge Health Index (BHI)

	FY12	FY13
BHI (omits the Arlington Memorial Bridge)	0.924	0.927
Structurally Deficient Bridge (omits the Arlington Memorial Bridge)	42.0	42.0
% Structurally Deficient Bridges (omits the Arlington Memorial Bridge)	2.92%	2.92%
BHI Bridges (includes the Arlington Memorial Bridge)	0.909	0.912
Structurally Deficient Bridges (includes the Arlington Memorial Bridge)	43.0	43.0
% Structurally Deficient Bridges (includes the Arlington Memorial Bridge)	2.99%	2.99%



**Joshua Tree National Park —
Pinto Basin Road**

Project Cost: \$7,098,230.00

Pinto Basin Road is used by approximately 70% of visitors to Joshua Tree National Park. Much of the existing paved road system at Joshua Tree was thin and inadequate for the heavy traffic that the park is now experiencing. The project consisted of pulverizing the existing pavement and overlaying with new pavement along 24 miles of Pinto Basin Road. The project was completed in July 2013.

Congestion

The NPS does not currently track quantitative congestion data. Development of a Congestion Management System has been underway for five years. Congestion metrics are scheduled to be developed during FY14. In FY13, the NPS began development of a Congestion Management toolkit.¹⁴

Transit

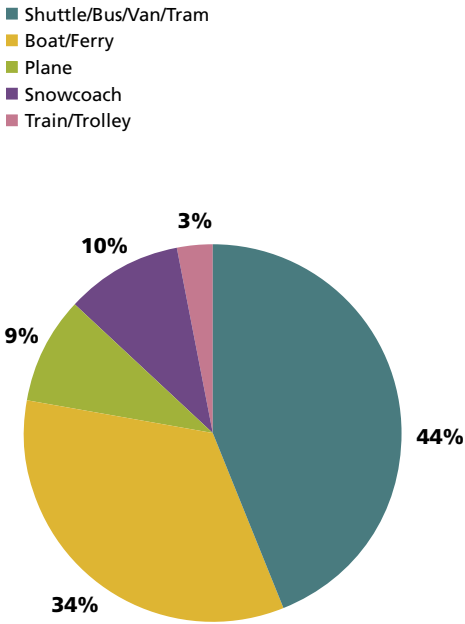
At the time of writing, the NPS is updating its servicewide transit inventory for FY13. In FY12, 147 transit systems in 72 of the NPS park units accounted for 36.3 million passenger boardings. 52 of these systems provide sole access to an NPS site because of resource management needs and geographic constraints.¹⁵ Data collection for FY13 seeks to report performance on greenhouse gas emissions mitigated by transit vehicles as well as vehicle age and recapitalization needs.

Economic Benefits

Not only do National Parks provide intrinsic value to all Americans, they are significant economic generators for the nation.

The parks at which transportation improvements were made during FY 13 hosted over 200¹⁶ million people, including over 129 million recreation visitors and almost 109 million nonrecreation visitors, for a total of over 238 million visitors. At the parks at which transportation projects were completed, visitors contributed over \$5.4 billion dollars¹⁷ to the economy. These figures include both FHWA and NPS delivered construction projects. NPS construction investment created over 2,300¹⁸ jobs during FY13.

NPS Transit Systems by Mode, FY12



Conclusion

Current funding levels are inadequate to meet the transportation needs of the NPS and visitors to America's great lands. The NPS, while strategically selecting projects that maximize condition for the least cost, saw a drop in overall pavement condition in FY13. At current funding levels, this decrease in performance is expected to continue. At the same time, the NPS is looking to improve safety, reduce congestion, protect resources and improve visitor experiences through its transportation systems. Improved planning and programming through the development of long range transportation plans, the capital investment strategy, and current management practices will help direct funding to the highest priority needs, but total needs continue to exceed available funding.

FOOTNOTES

- 1 From the NPS Transportation Accomplishments Report 2006-2012
- 2 <http://fhwa.dot.gov/map21/guidance/guideftp.cfm>
- 3 http://www.nps.gov/transportation/pdfs/NPS_Reauthorization_Resource_Paper.pdf
- 4 http://www.nps.gov/calltoaction/PDF/C2A_2013_screen.pdf
- 5 NPS Capital Investment Strategy Guidebook, Goals, Objectives and Functional Elements; July 2012
- 6 From the NPS Roads Inventory, the Facility Management Software System, and the NPS National Transit Inventory
- 7 http://www.nps.gov/transportation/pdfs/ITS_In_Parks_2011_Update.pdf
- 8 These goals were set in the both the 2007 and 2013 Reauthorization Resource Papers
- 9 PCR: Good=85-100; Fair=60-85; Poor=0-60; 60 is considered failed pavement
- 10 The PCR numbers do not account for about 25 miles of NPS-delivered work.
- 11 The Bridge Health Index is a 0-100 ranking system for bridge maintenance. It is useful to think of the condition of a bridge as a point along a continuous timeline from 100% in the best state to 100% in the worst state.
- 12 "Structurally deficient" means that the condition of the bridge includes a significant defect, which often means that speed or weight limits must be put on the bridge to ensure safety; a structural evaluation of 4 or lower qualifies a bridge as "structurally deficient."
- 13 FCI: Good=0-0.10; Fair=0.11 -0.15; Poor>0.15; Replace>0.5.
- 14 Good FCI ≤ 0.08; Fair FCI > 0.08 and ≤ 0.20; Poor FCI > 0.20
- 15 From the 2012 NPS National Transit Inventory http://www.nps.gov/transportation/pdfs/NPS_WASO_2013_Transit_Inventory.pdf
- 16 200,844,924 from FY12 NPS visitation statistics
- 17 4,045,087,000 from the NPS Unit Impact document
- 18 2314.787 based on the Accomplishments Report Economic Benefit statistics



Sequoia and Kings Canyon National Park—Kings River Bridge at Cedar Grove

The new Kings River Bridge at Cedar Grove was a bridge replacement and lengthening over a wild and scenic river. The new bridge removed the stream constriction of the old bridge and restored a more naturalized stream flow. In addition, the new bridge design greatly improved its appearance and better integrated the bridge into the site. The project was completed in October 2013.

Appendix: Table of Project Obligations¹

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Alaska Region	\$3,861.0 K	\$64.1 K	\$3,125.6 K		\$205.5 K		\$7,256.1 K
<i>AKRO</i>	<i>\$270.1 K</i>	<i>\$64.1 K</i>					<i>\$334.2 K</i>
Alaska Long Range Transportation Plan Implementation		\$64.1 K					\$64.1 K
Collect baseline road soils data to facilitate out-year project designs	\$101.7 K						\$101.7 K
Regional FLHP Program Management	\$168.4 K						\$168.4 K
<i>DENA</i>	<i>\$3,404.9 K</i>		<i>\$3,125.6 K</i>		<i>\$46.7 K</i>		<i>\$6,577.2 K</i>
Determine Gravel Source Locations, Material Suitability and Viable Access Routes	\$22.0 K						\$22.0 K
Provide Safe Pedestrian Crossing of Savage River at Mile 13 Denali Park Road					\$46.7 K		\$46.7 K
Reconstruct Upper Hogan Creek Drainage	\$9.3 K						\$9.3 K
Refit Polychrome Bld B89B as Temporary Moveable Office Space	\$127.6 K						\$127.6 K
Refit Polychrome Building B89A as Temporary Housing for Fed Hiway Inspectors	\$143.2 K						\$143.2 K
Rehabilitate Gravel Road Surface, Denali Park Road	\$493.7 K						\$493.7 K
Repair and Rehabilitate Damaged and Deteriorating East Fork Toklat River Road Bridge	\$154.4 K						\$154.4 K
Repair of Porcupine Forest Road	\$87.5 K						\$87.5 K
Replace Aged and Failing Culverts on 15 Miles of Paved Park Road over Two years	-\$121.5 K						-\$121.5 K
Replace Culverts and Cribbing at Eagles Nest Corner, MP 67.5	\$1,537.4 K						\$1,537.4 K
Replace Failing 40 Year Old Culverts Between Mileposts 53 and 72 On The Denali Park Road	\$436.6 K						\$436.6 K
Replace Failing Pavement on the Denali Park Road Milepost 0-3	\$8.4 K						\$8.4 K
Replace Ghiglione Bridge That Cannot Be Seismically Retrofitted			\$9.3 K				\$9.3 K
Replace Rock Creek Bridge That Cannot Be Seismically Retrofitted			\$3,116.3 K				\$3,116.3 K
Stabilize Sliding Hillside Between Mileposts 24.3 and 25.0 of the Denali Park Road	\$506.4 K						\$506.4 K
<i>KEFJ</i>	<i>\$186.0 K</i>						<i>\$186.0 K</i>
Plan and Design Exit Glacier Road Modifications	\$186.0 K						\$186.0 K
<i>KLGO</i>					<i>\$158.8 K</i>		<i>\$158.8 K</i>
Relieve Critical Pedestrian Bottleneck Approaching Skagway Unit of KLGO					\$158.8 K		\$158.8 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Denver Service Center	\$1,362.1 K			\$5.9 K	\$190.9 K		\$1,559.0 K
<i>DESC</i>	<i>\$1,362.1 K</i>			<i>\$5.9 K</i>	<i>\$190.9 K</i>		<i>\$1,559.0 K</i>
BLRI Visitor and Transportation Needs				\$5.9 K			\$5.9 K
DESC F2822 TMP Program Assistance					\$190.9 K		\$190.9 K
DSC TRANSPORTATION DIVISION—UNDISTRIBUTED OVERHEAD	\$326.3 K						\$326.3 K
Support for FLHP Revegetation Section at DSC	\$658.8 K						\$658.8 K
sustainable park road design and construction practices	\$377.0 K						\$377.0 K
Intermount Region	\$35,887.6 K	\$92.1 K	\$6,580.6 K		\$1,943.7 K		\$44,503.9 K
<i>ARCH</i>	<i>\$179.4 K</i>						<i>\$179.4 K</i>
Rehabilitate roads: light 3R on main Arches road (rt 10) for 17.4 miles	\$179.4 K						\$179.4 K
<i>AZRU</i>	<i>\$319.2 K</i>						<i>\$319.2 K</i>
PPP-FY13 AZRU	\$319.2 K						\$319.2 K
<i>BAND</i>	<i>-\$23.1 K</i>				<i>\$59.4 K</i>		<i>\$36.2 K</i>
Component Created by Splitting component 151666A: Repave Deteriorated Roads in Campground and Housin	-\$23.1 K						-\$23.1 K
Transportation Plan/Environmental Assessment					\$59.4 K		\$59.4 K
<i>BRCA</i>					<i>\$203.7 K</i>		<i>\$203.7 K</i>
Develop Transportation Plan Including Alternative Development and Implementation					\$36.8 K		\$36.8 K
Planning and Design for Bicycle/ Pedestrian Path					\$166.8 K		\$166.8 K
<i>CACH</i>	<i>\$8.4 K</i>						<i>\$8.4 K</i>
Component for Funded FLHP PE	\$8.4 K						\$8.4 K
<i>CARE</i>	<i>-\$70.4 K</i>						<i>-\$70.4 K</i>
Resurface 8-Mile Scenic Drive Road	-\$70.4 K						-\$70.4 K
<i>CAVE</i>	<i>\$709.0 K</i>			<i>\$58.5 K</i>			<i>\$767.5 K</i>
Component Created by Splitting component 16570A: Prevent Cave Contamination by Reconstructing Parkin				\$58.5 K			\$58.5 K
PPP Federal Highways Pavement Chipseal for CAVE	\$709.0 K						\$709.0 K
Prevent Cave Contamination by Reconstructing Parking Areas				\$0.0 K			\$0.0 K
<i>CAVO</i>	<i>\$204.4 K</i>						<i>\$204.4 K</i>
PPP—Re-Surface CAVO Roads and Parking Lots	\$302.3 K						\$302.3 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Intermountain Region (continued)							
Reconstruction and Improvement to 2 miles of Volcano Road	-\$97.9 K						-\$97.9 K
<i>CHCU</i>	\$675.4 K						\$675.4 K
PPP-FY13 CHCU	\$701.8 K						\$701.8 K
Rehabilitate VC Area Drainage	-\$26.5 K						-\$26.5 K
<i>CHIC</i>	-\$39.6 K						-\$39.6 K
Component Created by Splitting component 81413A: Complete Veterans Lake Trail along North Shore	-\$39.6 K						-\$39.6 K
<i>COLM</i>	-\$0.7 K						-\$0.7 K
Phase 1, Pavement Preservation Treatment	-\$0.7 K						-\$0.7 K
<i>CORO</i>	\$304.3 K						\$304.3 K
PPP CORO Chip-seal Roads	\$304.3 K						\$304.3 K
<i>DINO</i>	\$2,987.4 K						\$2,987.4 K
Pavement Preservation of Roads parkwide	-\$32.9 K						-\$32.9 K
Rehabilitate RT101 -Deerlodge Road	\$3,020.3 K						\$3,020.3 K
<i>ELMA</i>	\$145.1 K						\$145.1 K
ELMA Pavement Preservation FY13	\$145.1 K						\$145.1 K
<i>ELMO</i>	\$166.0 K						\$166.0 K
ELMO Pavement Preservation	\$166.0 K						\$166.0 K
<i>FOUN</i>	\$131.3 K						\$131.3 K
PPP Resurface Paved Surfaces Throughout Complex	\$131.3 K						\$131.3 K
<i>GICL</i>	\$164.2 K						\$164.2 K
PPP FY2013 Rehabilitation for GICL Roads	\$164.2 K						\$164.2 K
<i>GLAC</i>	\$12,320.1 K		\$425.3 K		\$783.1 K		\$13,528.5 K
Construction of Additional Parking Module at the Apgar Transit Center					\$31.8 K		\$31.8 K
Design and Compliance Monitoring for Reconstruct GTSR - Phase VIII	\$281.7 K						\$281.7 K
Design for Additional Parking Module at the Apgar Transit Center					\$20.5 K		\$20.5 K
Emergency Rehabilitation of Bridge 1430-005P, Lower McDonald Creek	\$157.4 K						\$157.4 K
EMERGENCY Repair of Upper McDonald Creek Bridge	\$86.3 K						\$86.3 K
GTSR Repairs - Avalanche to West Tunnel	\$552.5 K						\$552.5 K
Pre-Planning					\$730.8 K		\$730.8 K
Rehabilitate Many Glacier Road Slides	\$223.8 K						\$223.8 K
Rehabilitate GTSR Phase IX	\$90.9 K						\$90.9 K
Rehabilitate GTSR Phase X	\$25.0 K						\$25.0 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Intermountain Region (continued)							
Rehabilitate GTSR Phase XII	\$10,593.3 K						\$10,593.3 K
Rehabilitate GTSR Phase XIII	\$115.2 K						\$115.2 K
Replace Swiftcurrent Creek Spillway Bridge			\$425.3 K				\$425.3 K
Rock Sourcing Phase II	\$194.1 K						\$194.1 K
GLCA	\$6,823.0 K						\$6,823.0 K
Reconstruct Lee's Ferry Access Road	\$6,382.5 K						\$6,382.5 K
Rehabilitate Wahweap Marina Access Roads	\$440.5 K						\$440.5 K
GRCA	\$2,676.1 K				\$308.0 K		\$2,984.1 K
Fabricate and Install South Rim Signage System					\$308.0 K		\$308.0 K
Rehabilitate Yaki point and South Kaibab Roads and associated Parking Areas	\$0.0 K						\$0.0 K
Repave Cape Royal Road and Point Imperial Spur	\$2,676.1 K						\$2,676.1 K
GRTE	\$2,285.6 K				\$20.0 K		\$2,305.6 K
Component Created by Splitting component 90950A: Repair of Eight Miles of the North Park Road from J	\$90.0 K						\$90.0 K
Emergency Bank Stabilization on Gros Ventre Road	\$13.9 K						\$13.9 K
FY10—Treat approx 10 miles of roads	-\$34.8 K						-\$34.8 K
Implement Park Road Safety Plan Phase 2	\$5.3 K						\$5.3 K
Improve Safety on Phase 1 of Pathway					\$20.0 K		\$20.0 K
Re-Align Moose-Wilson Road—Data gathering and Compliance Efforts	\$866.2 K						\$866.2 K
Rehab of Six Miles of US Highway 89/26/191 (Craighead Hill to Snake River Overlook)	\$227.2 K						\$227.2 K
Repair of Eight Miles of the North Park Road from Jackson Lake Lodge to Arizona Creek	\$1,117.8 K						\$1,117.8 K
IMRO	\$1,551.0 K	\$92.1 K			\$6.1 K		\$1,649.2 K
Develop 2035 Long Range Transportation Plan (pilot)		\$92.1 K					\$92.1 K
Develop MATOC Contract for Yellowstone and Grand Teton National Parks	\$132.2 K						\$132.2 K
IMR ATPPL/Cat III Program Assistance					\$6.1 K		\$6.1 K
IMR Engineering and Safety Studies	\$108.7 K						\$108.7 K
IMR Pavement Preservation OH	\$674.4 K						\$674.4 K
IMR Regional Transportation Program Administration	\$473.6 K						\$473.6 K
IMRO Congestion Management Initiative	\$33.5 K						\$33.5 K
IMRO Project Proposal Development Support	\$10.2 K						\$10.2 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Intermountain Region (continued)							
Pavement Preservation Program—Overhead Costs for Colorado FY2010	-\$3.1 K						-\$3.1 K
Pavement Preservation Program—Overhead costs for Utah FY2011	\$121.6 K						\$121.6 K
<i>MEVE</i>	\$2,375.8 K				\$329.4 K		\$2,705.2 K
(PP 12) Pavement Preservation	-\$95.4 K						-\$95.4 K
Resurface HeadQuarters Loop Road Route MEVE-0209	\$2,471.2 K						\$2,471.2 K
Visitor Distribution and Transportation Plan					\$329.4 K		\$329.4 K
<i>OSTB</i>	\$64.3 K						\$64.3 K
PPP-Perform Pavement Preservation of Old Santa Fe Building Parking Areas	\$64.3 K						\$64.3 K
<i>PAIS</i>	\$291.1 K						\$291.1 K
Rehabilitate Main Park Road (Route 10)	\$291.1 K						\$291.1 K
<i>PECO</i>	\$75.0 K						\$75.0 K
FY13 Cyclic Maintenance of all PECO Roads and Paking	\$75.0 K						\$75.0 K
<i>PETR</i>	\$150.3 K						\$150.3 K
PPP—Rt. 10 & Rt. 902	\$150.3 K						\$150.3 K
<i>ROMO</i>	\$732.1 K		\$1,083.6 K		\$28.8 K		\$1,844.5 K
Alternative Transportation Study for Linking ROMO to Regional Transportation Authority					\$28.8 K		\$28.8 K
Bear Lake Road Reconstruction from VTS Parking to Trail Ridge Road Intersection (9.8 Lane Miles)			\$825.6 K				\$825.6 K
Component Created by Splitting component 53237A: Bear Lake Road Reconstruction from VTS Parking to T			\$258.0 K				\$258.0 K
PPP Chip Seal Park Roads at Maintenance, Housing, Endo Valley, Aspenglen Camp-ground and Fern Lake	\$732.1 K						\$732.1 K
<i>SAAN</i>	-\$230.4 K						-\$230.4 K
Rehabilitate Parking Facility—Mission San Juan	-\$230.4 K						-\$230.4 K
<i>SAGU</i>	\$742.0 K						\$742.0 K
Emergency repair and Improve safety of Park Roads	\$742.0 K						\$742.0 K
<i>SAPU</i>	\$136.3 K						\$136.3 K
PPP Resurface Park Roads and Parking Lots	\$136.3 K						\$136.3 K
<i>TICA</i>			\$29.9 K				\$29.9 K
Redesign Road and Parking for Public Safety			\$29.9 K				\$29.9 K
<i>WHS A</i>	\$347.6 K						\$347.6 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Intermountain Region (continued)							
FY13 WHSA PPP Pavement Preservation Project	\$347.6 K						\$347.6 K
<i>YELL</i>			\$4,983.2 K				\$4,983.2 K
Component Created by Splitting component 146047A: Rehab/Replace the Isa Lake Bridge			\$103.2 K				\$103.2 K
Component Created by Splitting component 54332A: RECONSTRUCT SYLVAN PASS TO EAST ENTRANCE ROAD FLHP			\$47.6 K				\$47.6 K
Component Created by Splitting component 54337A: RECONSTRUCT GIBBON FALLS TO TANKER CURVE ROAD FLHP			\$89.0 K				\$89.0 K
Component Created by Splitting component 54344A: RECONSTRUCT CHITTENDEN ROAD TO TOWER JCT. FLHP00			\$635.3 K				\$635.3 K
Component Created by Splitting component 54348A: RECONSTRUCT NORRIS TO APOLLINARIS SPRING ROAD FLHP			\$308.8 K				\$308.8 K
Component Created by Splitting component 85539A: Replace the Lamar River Bridge			\$131.2 K				\$131.2 K
Component Created by Splitting component 86308A: Norris-Golden Gate, Obsidian Cliff to Golden Gate P			\$209.8 K				\$209.8 K
Reconstruct North Entrance Area-Roosevelt Arch and Entrance Station			\$283.9 K				\$283.9 K
RECONSTRUCT CHITTENDEN ROAD TO TOWER JCT. FLHP00			\$1,140.1 K				\$1,140.1 K
RECONSTRUCT NORRIS TO APOLLINARIS SPRING ROAD FLHP00			\$1,274.8 K				\$1,274.8 K
Rehab/Replace the Isa Lake Bridge			\$379.4 K				\$379.4 K
Replace the Lamar River Bridge			\$319.1 K				\$319.1 K
Resource and engineering studies			\$61.1 K				\$61.1 K
<i>ZION</i>		-\$312.5 K			\$205.2 K		-\$107.3 K
Component Created by Splitting component 143410A: Reconstruct approx 9.9 miles Rt 12/14	\$11.8 K						\$11.8 K
Construct Additional Parking for Visitor Center/Shuttle Facility					\$52.6 K		\$52.6 K
Provide Analysis, Pre-Design, and Compliance for South Entrance Area					\$152.6 K		\$152.6 K
Reconstruct approx 9.9 miles Rt 12/14	-\$324.3 K						-\$324.3 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Midwest Region	\$7,046.5 K		\$767.4 K		\$1,593.6 K		\$9,407.5 K
<i>BADL</i>	-\$6.9 K						-\$6.9 K
Component Created by Splitting component 86786B: Additional revegetation of previously completed ARR	\$13.7 K						\$13.7 K
Funding Component 86786A: rehabilitate Loop Road (Phase IV)	-\$20.6 K						-\$20.6 K
<i>BUFF</i>	\$36.7 K						\$36.7 K
Engineering Study in Buffalo Scenic River at the Tyler Bend and Buffalo Point sites	\$10.7 K						\$10.7 K
Repair Woolum Road Landslide	\$25.9 K						\$25.9 K
<i>CUVA</i>					\$1,260.0 K		\$1,260.0 K
Component Created by Splitting component 141185A: Rehab/Replace Bridge #438 Valley Railway bridge ov					\$1.1 K		\$1.1 K
Design for RR bridges 437 1/4, 443, 441, 452, 453, 454					\$1,112.9 K		\$1,112.9 K
Replace CVNP Scenic Railroad Hi-rail Mow Tractor					\$146.1 K		\$146.1 K
<i>FOLS</i>			\$744.6 K				\$744.6 K
Replace Deteriorated Bridge			\$744.6 K				\$744.6 K
<i>GERO</i>	\$1.0 K						\$1.0 K
Mill and Overlay Parking Lot	\$1.0 K						\$1.0 K
<i>HOSP</i>	\$40.4 K						\$40.4 K
Rehab West Mountain Drive and Summit Road, Route 11 and 101	\$40.4 K						\$40.4 K
<i>INDU</i>	\$0.5 K						\$0.5 K
Rehab East State Park Road	\$0.5 K						\$0.5 K
<i>ISRO</i>					\$228.4 K		\$228.4 K
Isle Royale Alternative Transportation Feasibility Study					\$228.4 K		\$228.4 K
<i>MISS</i>	\$62.0 K				\$84.2 K		\$146.2 K
Component Created by Splitting component 151227A: Federal Match to Develop Visual Resource Protecti	\$62.0 K						\$62.0 K
Mississippi River Trail Trailhead and Multi-Modal Wayside Rest					\$84.2 K		\$84.2 K
<i>MWRO</i>	\$2,691.4 K						\$2,691.4 K
Component Created by Splitting component 98053E: Prepare studies	\$6.5 K						\$6.5 K
MWR Transportation Program Management, FY13	\$131.6 K						\$131.6 K
Pavement Preservation Program—Overhead Costs for BADL & MIMI	\$2,704.6 K						\$2,704.6 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Midwest Region (continued)							
Pavement Preservation Program—Overhead Costs for Indiana Parks	\$23.2 K						\$23.2 K
Pavement Preservation Program—Overhead Costs for Michigan and Ohio; 2012	-\$75.0 K						-\$75.0 K
Prepare studies	\$104.4 K						\$104.4 K
Region-wide Pavement and Bridge Preventive Treatment Program	-\$203.9 K						-\$203.9 K
<i>OZAR</i>	\$38.2 K						\$38.2 K
Rehabilitate Big Spring Highway Bridge	\$38.2 K						\$38.2 K
<i>PERI</i>			\$95.2 K				\$95.2 K
Compliance and archeology for project			\$95.2 K				\$95.2 K
<i>RIRA</i>	\$42.7 K						\$42.7 K
Provide Visitor Directional Signs for America's Newest National Battlefield Park—Phase Two	\$42.7 K						\$42.7 K
<i>SCBL</i>					\$21.0 K		\$21.0 K
Construct Shelter for Shuttle Bus					\$21.0 K		\$21.0 K
<i>THRO</i>	\$4,140.4 K		-\$72.4 K				\$4,068.0 K
Component Created by Splitting component 113252A: Resurface Routes 11A and 11E	\$3,919.9 K						\$3,919.9 K
Component Created by Splitting component 127543A: Route 10 Cedar Canyon Segment Rebuild			-\$72.4 K				-\$72.4 K
Rehabilitate Segment 10A (8.6mi)Scenic Drive—North Unit	-\$12.2 K						-\$12.2 K
Resurface Routes 11A and 11E	\$232.8 K						\$232.8 K
National Capital Region	\$11,835.0 K		\$2,474.9 K	\$561.8 K	\$1,243.1 K		\$16,114.8 K
<i>ANTI</i>	\$144.2 K						\$144.2 K
Planning Component For FLHP/PTATS FY09	\$144.2 K						\$144.2 K
<i>CATO</i>			\$17.7 K				\$17.7 K
Catoctin Mountain Park 2011 Storm Damage—Park Central Road, VC Overflow Bridge			\$17.7 K				\$17.7 K
<i>CHOH</i>	\$649.7 K		\$432.4 K				\$1,082.1 K
Repair Arizona Avenue Bridge—Barricades	\$18.2 K						\$18.2 K
Repair Arizona Avenue Bridge—Safety Netting	\$222.5 K						\$222.5 K
Repair Vehicle Bridge—Big Slackwater (85.35)	\$409.0 K						\$409.0 K
Resurface Parking Lots & Widen Entrance Road, Great Falls Park			\$432.4 K				\$432.4 K
<i>GWMP</i>	\$1,993.8 K		\$1,052.8 K		\$1,076.7 K		\$4,123.2 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
National Capital Region (continued)							
East & West Boulevard Drive and Northdown Road Resurfacing	\$466.1 K						\$466.1 K
Emergency expansion joint repair bridge 3300-008P, Donaldson Run	\$114.8 K						\$114.8 K
Enviromental Assement (EA) or Enviromental Impact Statement (EIS) study			\$422.6 K				\$422.6 K
EQ 11 Emergency Repair/Rock Slide Stabilization	\$101.2 K						\$101.2 K
FHLP—Clara Barton Rock Slide emergency repair	\$635.5 K						\$635.5 K
FHLP Emergency Repair Arlington Memorial Bridge (016P) sidewalk support	\$374.4 K						\$374.4 K
FHLP—Repair of outfall near Donaldson Run	\$18.4 K						\$18.4 K
FLHP—Reconstruct GWMP Route 123 Interchange			\$37.7 K				\$37.7 K
FLHP—Reconstruct Humpback (Boundary Channel) Bridge for Acceleration Lane (#20P)			\$47.0 K				\$47.0 K
FLHP Pedestrian Bridge #9 reconstruction at the Mt. Vernon Trail MVT					\$605.9 K		\$605.9 K
GWMP Prepare ID & Assessment components of Scenic Vista Management Plan—North Parkway	\$53.7 K						\$53.7 K
Initiate and Complete Environmental Assessment for Memorial Circle Safety Improvements					\$526.2 K		\$526.2 K
Mount Vernon Trail Bridge 13 to 29 replace deck and install new handrails					-\$55.5 K		-\$55.5 K
Rehabilitate bridge railings, repair sidewalks, mill and overlay bridge deck	\$229.6 K						\$229.6 K
Rehabilitate the Bascule Span of the Arlington Memorial Bridge			\$545.5 K				\$545.5 K
<i>HAFE</i>					\$61.0 K		\$61.0 K
Design and Compliance—Conduct Design for Expansion of Existing Tansit Maintenance Facility					\$61.0 K		\$61.0 K
<i>MANA</i>	\$1,454.8 K				\$105.4 K		\$1,560.2 K
Conduct Feasibility Study for In-park Transportation System					\$105.4 K		\$105.4 K
Finalize Draft EIS	\$272.0 K						\$272.0 K
Prepare Manassas By-Pass EIS for Relocation of U.S. Route 29 and State Route 234	\$18.6 K						\$18.6 K
Resurface Asphalt Roads-Chinn Ridge, Headquarters Parking and New York Avenue	\$1,164.2 K						\$1,164.2 K
<i>NACE</i>	\$3,090.1 K		\$972.1 K				\$4,062.2 K
Crosswalk Improvement at Suitland Parkway and Naylor Road Intersection	\$73.6 K						\$73.6 K
New Component			\$884.1 K				\$884.1 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
National Capital Region (continued)							
Rehabilitate Anacostia Park Roads				\$88.0 K			\$88.0 K
Repair Settling Approach Barrier Wall and Approach Slab BW PKWY MD RT 197	\$197.4 K						\$197.4 K
Repair Sinkhole on Baltimore—Washington Pkwy Bridge Approach (NB) at I-95	\$1.7 K						\$1.7 K
Repave Baltimore Washington Parkway	\$2,660.1 K						\$2,660.1 K
Repave Greenbelt Park Roadways	\$157.3 K						\$157.3 K
NAMA	\$3,835.3 K						\$3,835.3 K
Component Created by Splitting component 44459A: FLHP—Constitution Avenue (23rd to 15th Streets)	\$177.1 K						\$177.1 K
Kutz Bridge Rehabilitation / Structure No. 3400-032P	\$3,520.4 K						\$3,520.4 K
Mill and Overlay of Maine Ave	\$137.8 K						\$137.8 K
NCRO	\$320.8 K						\$320.8 K
FY 13 FLTP Program Support	\$130.5 K						\$130.5 K
NCR Safety Symposium	\$37.7 K						\$37.7 K
Transportation Technical Support—VOLPE	\$152.6 K						\$152.6 K
POHE					\$0.0 K		\$0.0 K
Assist BLM with construction of a Mason Neck Gateway Kiosk and POHE trailhead					\$0.0 K		\$0.0 K
PRWI	\$65.5 K						\$65.5 K
Resurface 11 Miles of Road and Parking Areas and Repair Deteriorating Culverts	\$65.5 K						\$65.5 K
ROCR	\$280.8 K			\$561.8 K			\$842.6 K
Component Created by Splitting component 82798A: Repair Rock Creek Parkway—P St to Cathedral Ave	\$475.4 K						\$475.4 K
Eliminate Unsafe Conditions And Repair Beach Drive	-\$196.5 K						-\$196.5 K
Prepare Road Safety Audit for Rock Creek and Potomac Parkway	\$1.9 K						\$1.9 K
Repair Rock Creek Parkway—P St to Cathedral Ave				\$561.8 K			\$561.8 K
Northeast Region	\$15,416.7 K	\$17.0 K			\$1,512.3 K		\$16,946.1 K
ACAD	\$497.8 K						\$497.8 K
BRIDGE MANAGEMENT—Rehabilitate Five Bridges at Acadia National Park	\$98.6 K						\$98.6 K
Component Created by Splitting component 190274A: BRIDGE MANAGEMENT—Rehabilitate Five Bridges at Ac	\$263.7 K						\$263.7 K
PAVEMENT MANAGEMENT—Treat Surface of Park Loop Road	\$135.5 K						\$135.5 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Northeast Region (continued)							
<i>ALPO</i>		\$288.8 K					\$288.8 K
Pavement Management—Summit Picnic Area Parking (ALPO-0903)		\$153.9 K					\$153.9 K
Pavement Management—Summit Picnic Area Road (ALPO-0201)		\$134.8 K					\$134.8 K
<i>ASIS</i>		\$967.3 K					\$967.3 K
Apply Asphalt Overlay to Ferry Landing Access Road Rte.ASIS-0926		\$124.1 K					\$124.1 K
ASIS Safety Strategies Signage Bayberry Drive		\$104.5 K					\$104.5 K
Construction to Reconfigure Entrance Road Bayberry Dr. Rte. 0010		\$52.4 K					\$52.4 K
Install Asphalt Overlay to Bayberry Dr. Rte. ASIS 0010		\$605.1 K					\$605.1 K
Replace Sheephead Creek Bridge 11(4)		\$81.2 K					\$81.2 K
<i>CACO</i>		\$43.0 K			\$351.4 K		\$394.3 K
Correction of life/safety hazards and rehabilitation at Nauset Bike Trail, Phase II					\$140.9 K		\$140.9 K
Parking Management and Traveler Information Design and Development					\$210.5 K		\$210.5 K
Resurface Coast Guard Beach bridge		\$43.0 K					\$43.0 K
<i>COLO</i>		\$3.1 K					\$3.1 K
Repair College Creek Bridge		\$3.1 K					\$3.1 K
<i>DEWA</i>		\$3,124.4 K					\$3,124.4 K
14(10) Replace Route 209 Toms Creek Bridge		\$18.6 K					\$18.6 K
BRIDGE MANAGEMENT: DEWA Old Sussex County Bridge		\$18.2 K					\$18.2 K
BRIDGE MANAGEMENT: DEWA US208 Mile .80 Bridge		\$8.5 K					\$8.5 K
Component Created by Splitting component 72823H: Component Created by Splitting component 72823G: Co		\$3.6 K					\$3.6 K
Deferred Maintenance and Traffic Safety Improvements Route 209		\$701.7 K					\$701.7 K
PAVEMENT MANAGEMENT		\$219.5 K					\$219.5 K
PAVEMENT MANAGEMENT—DEWA US 209		\$1,106.2 K					\$1,106.2 K
PAVEMENT MANAGEMENT on selected Roads and Parking Areas		\$181.7 K					\$181.7 K
PAVEMENT MANAGEMENT: DEWA River Road		\$786.6 K					\$786.6 K
Pulverize and 2" Overlay		\$79.8 K					\$79.8 K
<i>ELRO</i>		\$30.3 K					\$30.3 K
Bridge Management—Repair Valkill Bridge/Dam		\$30.3 K					\$30.3 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Northeast Region (continued)							
<i>FLNI</i>					\$105.2 K		\$105.2 K
Install Traveler Information System					\$105.2 K		\$105.2 K
<i>FRHI</i>	\$333.6 K						\$333.6 K
PAVEMENT MANAGEMENT—OT FY12— FRHI Seal/Chip Comfort Station Parking Lot	\$43.2 K						\$43.2 K
PAVEMENT MANAGEMENT—OT FY13— FRHI Seal Main Entrance Road	\$30.1 K						\$30.1 K
PAVEMENT MANAGEMENT Design Engineering and Compliance for Paving Gallatin House (Knoll) Road	\$180.6 K						\$180.6 K
PAVEMENT MANAGEMENT FRHI Mill, Reconfig- ure, and Pave Handicapped Parking Lot	\$79.6 K						\$79.6 K
<i>FRSP</i>	\$319.2 K						\$319.2 K
Component Created by Splitting component 147784A: Resurface Lee Drive/RT10	\$7.9 K						\$7.9 K
Pavement Management Hill-Ewell Drive	\$311.2 K						\$311.2 K
<i>GATE</i>	\$210.8 K				\$33.8 K		\$244.6 K
Phase 3 Rehabilitation of Riis Landing					\$33.8 K		\$33.8 K
Rehabilitate Hartshorne Drive (Rt. 60/61)	\$151.3 K						\$151.3 K
Repave New York Ave, Staten Island (Rte 440)	\$59.5 K						\$59.5 K
<i>GETT</i>	\$17.7 K				\$172.5 K		\$190.2 K
New Add-on Component Derived from component 193206A: Safety Management— FLHP Roadway Signs	\$17.7 K						\$17.7 K
Project 5 (Pedestrian/Bicycle Trail)					\$88.2 K		\$88.2 K
ROAD SAFETY: Archeology Investigation Report to Construct Pedestrian/Bicycle Trail					\$34.9 K		\$34.9 K
ROAD SAFETY: Modification to Construct Pedes- trian/Bicycle Trail Along Taneytown Road					\$49.5 K		\$49.5 K
<i>HAMP</i>	\$73.7 K						\$73.7 K
New Add-on Component Derived from component 154187B: Component Created by Splitting component 15418	\$73.7 K						\$73.7 K
<i>HOFR</i>	\$200.2 K				\$41.7 K		\$242.0 K
Component Created by Splitting component 163721A: Phased ATS implementation: Farm Lane access (2011)					\$41.7 K		\$41.7 K
Pavement Management—OT FY13— Repave the Top Cottage Entrance Road	\$100.4 K						\$100.4 K
Pavement Management—Chipseal the Main Public Parking Lot	\$43.0 K						\$43.0 K
Pavement Management—OT FY13— Chipseal the Old Orchard Road-Route 0010	\$24.6 K						\$24.6 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Northeast Region (continued)							
Pavement Management—OT FY13— Chipseal the Park Main Entrance Road	\$32.2 K						\$32.2 K
<i>JOFL</i>	<i>\$152.5 K</i>						<i>\$152.5 K</i>
Pavement Management—North Abutment Trailhead Parking (JOFL-0901)	\$16.5 K						\$16.5 K
Pavement Management—Picnic Area Access Road (JOFL-0902)	\$68.3 K						\$68.3 K
Pavement Management—South Abutment Parking (JOFL-0903)	\$67.7 K						\$67.7 K
<i>LOWE</i>					<i>\$115.8 K</i>		<i>\$115.8 K</i>
Concord to the Merrimack—Park Funded Component 2012					\$0.0 K		\$0.0 K
Gallagher Transportation Center ADA Access Improvements Point Park Walkway					\$52.6 K		\$52.6 K
Volpe Technical Assistance—EA and FTA Process					\$63.1 K		\$63.1 K
<i>NERI</i>	<i>\$465.1 K</i>						<i>\$465.1 K</i>
Pavement Management—Canyon Rim Visitor Center, Turkey Spur Road, & Turkey Spur Overlook Parking	\$465.1 K						\$465.1 K
<i>NERO</i>	<i>\$4,719.5 K</i>	<i>\$17.0 K</i>			<i>\$653.1 K</i>		<i>\$5,389.6 K</i>
CAT I NER Transportation Program Technical Support FY13	\$523.2 K						\$523.2 K
CAT I Support for ERFO SANDY DSC Support	\$816.9 K						\$816.9 K
CAT III Tech Support					\$52.4 K		\$52.4 K
Engineering Support for the Northeast Region Transportation Program	\$315.7 K						\$315.7 K
Enhance NER Transportation Safety Management System Program	\$368.4 K						\$368.4 K
NER Alternative Transportation System Plan Technical Support					\$179.7 K		\$179.7 K
NER FLT Program Design Support (FY 2014–2015)	\$1,887.6 K						\$1,887.6 K
NER LRTP Planning (5%)		\$17.0 K					\$17.0 K
NER Regional Transportation Plan Pilot	\$323.1 K						\$323.1 K
NER Transportation Asset Resiliency	\$184.2 K						\$184.2 K
Northeast Region Business Plan	\$74.1 K						\$74.1 K
Program Administration Support Funds for CAT I	\$226.3 K						\$226.3 K
Transportation Planning Assistance and Support	\$0.0 K				\$421.0 K		\$421.0 K
<i>NPNH</i>					<i>\$38.8 K</i>		<i>\$38.8 K</i>
NPNH Wayfinding Design Standards					\$38.8 K		\$38.8 K
<i>SAGA</i>	<i>\$233.6 K</i>						<i>\$233.6 K</i>

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Northeast Region (continued)							
Resurface Caretaker's Parking—SAGA-901	\$233.6 K						\$233.6 K
<i>SARA</i>	<i>\$14.1 K</i>						<i>\$14.1 K</i>
Repair Slumping on Tour Road below Stop 8	\$14.1 K						\$14.1 K
<i>SHEN</i>	<i>\$3,067.6 K</i>						<i>\$3,067.6 K</i>
Pavement Management—Rehabilitate Skyline Drive RT10C	\$813.5 K						\$813.5 K
Pavement Management—Repair Elkwallow Wayside Loop (Rt. 0908) FY 2013	\$420.0 K						\$420.0 K
Pavement Management—Repair Road Surfaces at Big Meadows FY 2013	\$241.7 K						\$241.7 K
Pavement Management—Repair Skyline Drive (Rt. 10A) from 23.18-31.63	\$1,391.1 K						\$1,391.1 K
Pavement Management—Repair the Lewis Mountain Entrance Road (Route 39)	\$201.4 K						\$201.4 K
<i>SPAR</i>	<i>\$41.0 K</i>						<i>\$41.0 K</i>
Title II Asphalt Pavement Repair Services	\$41.0 K						\$41.0 K
<i>VAFO</i>	<i>\$460.8 K</i>						<i>\$460.8 K</i>
PAVEMENT MANAGEMENT Preserve Asphalt Pavement on Outer Line Drive	\$460.8 K						\$460.8 K
<i>VAMA</i>	<i>\$152.5 K</i>						<i>\$152.5 K</i>
Pavement Management—Chipseal the Bard Rock Road-Route 0011	\$32.9 K						\$32.9 K
Pavement Management-Chipseal the Main Entrance Road—Route0010	\$99.0 K						\$99.0 K
Pavement Management-Microseal or Chipseal the Lower Gate House Road-Route 0012	\$20.6 K						\$20.6 K
Pacific West Region							
<i>CHIS</i>	<i>\$61,991.7 K</i>	<i>\$401.8 K</i>	<i>\$3,319.3 K</i>	<i>\$149.8 K</i>	<i>\$3,501.2 K</i>		<i>\$69,363.9 K</i>
Complete EIS to Improve Access to Santa Cruz Island					\$111.7 K		\$111.7 K
<i>CRLA</i>	<i>\$974.7 K</i>	<i>\$278.3 K</i>					<i>\$1,253.1 K</i>
Repair Broken Bridge Supports on Goodbye Bridge—Emergency Work	\$94.1 K						\$94.1 K
Restore Safe Width of West Rim Drive (Route 14)	\$685.6 K						\$685.6 K
Revegetation and Compliance Support	\$26.1 K						\$26.1 K
Technical Contract Work to Mitigate Rockfall Hazards, Phase 1	\$169.0 K						\$169.0 K
Traffic Coverage Counts in Pacific West Region Units		\$278.3 K					\$278.3 K
<i>CRMO</i>	<i>\$35.5 K</i>						<i>\$35.5 K</i>

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Pacific West Region (continued)							
Rehabilitate Loop Roads & Parking (phase II of II)	\$27.2 K						\$27.2 K
Revegetation and Weed Control	\$8.3 K						\$8.3 K
<i>DEPO</i>	<i>\$57.7 K</i>						<i>\$57.7 K</i>
Widen Monument Access Road for Safer Accommodation of Vehicles	\$57.7 K						\$57.7 K
<i>DEVA</i>	<i>\$10,447.0 K</i>						<i>\$10,447.0 K</i>
4R Road Reconstruction of a 3 Mile Section / 3R Recycle and Overlay Remaining Road Segment	\$8,357.6 K						\$8,357.6 K
Badwater Road Storm Repairs	\$66.8 K						\$66.8 K
Construction Engineering for 89924: Rehabilitate Ubehebe Crater Road	\$4.2 K						\$4.2 K
FLHP Cat I funded activities for Construction Management	\$154.9 K						\$154.9 K
FLTP—Perform Chipseal on Emigrant Canyon Road and Charcoal Kilns Road for Pavement Preservation	\$1,767.8 K						\$1,767.8 K
Perform Pavement Preservation Chipseal on Rte 15 Badwater Road MP0-16	\$95.6 K						\$95.6 K
<i>EUON</i>					<i>\$126.3 K</i>		<i>\$126.3 K</i>
Purchase New 18 Passenger Bus					\$126.3 K		\$126.3 K
<i>FOVA</i>					<i>\$85.1 K</i>		<i>\$85.1 K</i>
Refine Site Plan for Access and Circulation in Vancouver Barracks					\$85.1 K		\$85.1 K
<i>GOGA</i>	<i>\$4,398.3 K</i>	<i>\$123.4 K</i>			<i>\$981.0 K</i>		<i>\$5,502.7 K</i>
Apply Pavement Preservation Treatment to Various Park Roads & Parking Areas	\$53.1 K						\$53.1 K
Complete Design and Compliance for Vista Point Multi-use Connections to Fort Baker					\$94.7 K		\$94.7 K
Conduct Circulation and Safety Study for SF Bay Trail Connection—West Crissy Field to GG Bridge					\$63.1 K		\$63.1 K
Conduct Transportation Planning (PM for LRTP and GMP).		\$123.4 K					\$123.4 K
Construction management, revegetation and resource monitoring	\$452.9 K						\$452.9 K
Design Access and Wayfinding Improvements to Access San Mateo County Parklands Along Highway 1					\$71.6 K		\$71.6 K
Implement ITS To Improve Alternative Transportation to GGNRA Parklands, Phase 2					\$452.6 K		\$452.6 K
Prepare Coastal Multi-use Trail Plan to Improve Access from Transit					\$178.9 K		\$178.9 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Pacific West Region (continued)							
Provide Project Management Support for the Alcatraz Ferry Embarkation EIS					\$90.6 K		\$90.6 K
Rehabilitate Bunker and Mitchell Roads (West) Marin Headlands	\$3,853.3 K						\$3,853.3 K
Rehabilitate road, parking, adjacent trails and related amenities	-\$5.5 K						-\$5.5 K
Repair Leaks in the Baker Barry Tunnel	\$44.5 K						\$44.5 K
Rodeo Valley Trail—Funding Project Management in FY13					\$29.5 K		\$29.5 K
<i>GRBA</i>	<i>\$790.0 K</i>						<i>\$790.0 K</i>
Apply Pavement Preservation Surface Treatments to Roads and Parking Areas, Parkwide—FLTP	\$790.0 K						\$790.0 K
<i>HALE</i>	<i>\$23.2 K</i>						<i>\$23.2 K</i>
Rehabilitation to Crater Road	\$23.2 K						\$23.2 K
<i>HAVO</i>	<i>-\$231.1 K</i>						<i>-\$231.1 K</i>
Component Created by Splitting component 150162A: Chip Seal Fifteen Miles of Chain of Craters Road	-\$213.4 K						-\$213.4 K
Rehabilitate 3 Miles of Crater Rim Drive & associated parking areas	-\$37.5 K						-\$37.5 K
Revegetation at Steam Vents	\$19.8 K						\$19.8 K
<i>JOTR</i>	<i>\$14,544.3 K</i>						<i>\$14,544.3 K</i>
Construction Support Revegetation and Compliance Monitoring	\$414.0 K						\$414.0 K
Reconstruct Park Route 11—Sand Hill to Cottonwood	\$6,958.5 K						\$6,958.5 K
Reconstruct Rt.11—Cottonwood to Old Dale Jct.	\$7,171.8 K						\$7,171.8 K
<i>LAKE</i>	<i>\$384.7 K</i>			<i>\$1,259.3 K</i>			<i>\$1,644.0 K</i>
Component Created by Splitting component 173739A: Sealcoat and Chipseal Sections of Lakeshore Drive,	\$121.4 K						\$121.4 K
Construction Engineering	-\$21.3 K						-\$21.3 K
FLHP—Las Vegas Wash Channel Stabilization				\$881.0 K			\$881.0 K
FY12 Repair flood damaged West End Culvert	\$95.6 K						\$95.6 K
Northshore Road Pavement Preservation FLHP	\$62.5 K						\$62.5 K
Perform Study to Determine Best Method to Protect LV Wash Bridge Piers from Scour				\$211.3 K			\$211.3 K
Rehab Echo Bay Access Road	\$35.3 K						\$35.3 K
Rehab Katherine Access Road				\$167.0 K			\$167.0 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Pacific West Region (continued)							
Revegetation and Construction Management Support	\$91.2 K						\$91.2 K
LAVO	\$777.2 K						\$777.2 K
Emergency Repairs to Lassen Park Highway at the Sulphur Works Area.	\$221.4 K						\$221.4 K
Lassen Park Highway Emergency Crack Repairs	-\$9.1 K						-\$9.1 K
New Component	\$542.1 K						\$542.1 K
Revegetation	\$22.8 K						\$22.8 K
MOJA	\$28.6 K		\$316.1 K				\$344.7 K
Apply pavement preservation treatments to Mojave National Preserve Roads	\$28.6 K						\$28.6 K
Rehabilitate and Realign Park Access Roads			\$316.1 K				\$316.1 K
MORA	\$11,455.9 K		\$10.6 K	\$15.7 K			\$11,482.2 K
Complete Chinook Scenic Byway All American Road Corridor Management Plan—NPS Match				\$15.7 K			\$15.7 K
Construction management support	\$208.9 K						\$208.9 K
Environmental compliance and revegetation	\$114.4 K						\$114.4 K
Implement Short-Term Flood Mitigation Measures for Mather Memorial Parkway (SR 410)			\$10.6 K				\$10.6 K
Rehabilitate Nisqually-Paradise Road (Route #014) Phase I	\$9,811.8 K						\$9,811.8 K
Rehabilitate Stevens Canyon Road (Route #013) Mile 0 to 5.0 and Mile 14 to 19	\$1,320.8 K						\$1,320.8 K
MUWO					\$439.9 K		\$439.9 K
Conduct Planning for Access Improvements at MUWO					\$150.5 K		\$150.5 K
Conduct Planning to Implement Muir Woods Parking Reservation System					\$289.4 K		\$289.4 K
NEPE	\$988.9 K						\$988.9 K
Repair, SealCoat and Crack Seal Parking Lots, Roads Parkwide	\$988.9 K						\$988.9 K
NOCA			\$458.3 K				\$458.3 K
Construction			\$301.5 K				\$301.5 K
Day labor project support, revegetation and resource monitoring			\$156.8 K				\$156.8 K
OLYM	\$492.6 K						\$492.6 K
Preliminary and Construction Engineering by FHWA	\$356.1 K						\$356.1 K
Rehabilitate Rt 11, Lake Crescent Road (US Hwy 101)	\$2.8 K						\$2.8 K
Rehabilitate Two Culverts on Route 12, Hurricane Ridge Road	\$40.9 K						\$40.9 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Pacific West Region (continued)							
Repair Four Slumping Road Sections on Sol Duc Valley Road	\$9.3 K						\$9.3 K
Rock Bolting	\$83.5 K						\$83.5 K
<i>PORE</i>	\$669.9 K				\$38.7 K		\$708.6 K
FLHP funded work in 2011 and 2012 for DSC Support Costs	\$415.0 K						\$415.0 K
Lease buses for the Headlands Shuttle					\$38.7 K		\$38.7 K
Project support	\$40.4 K						\$40.4 K
RCM-Chip Seal Roads and Parking Lots	\$1.1 K						\$1.1 K
Rehabilitate Pavements at Bus Shelters	\$213.3 K						\$213.3 K
<i>PRES</i>					\$21.0 K		\$21.0 K
Implement Phase II Parking Management Strategies at Crissy Field					\$21.0 K		\$21.0 K
<i>PWRO</i>	\$716.0 K				\$35.3 K		\$751.2 K
Complete Road System Evaluation	\$35.6 K						\$35.6 K
Conduct Rockfall Hazard Mitigation Study on Yosemite NP Roads	\$33.9 K						\$33.9 K
Pavement Preservation for Various Parks in FY 13	\$107.9 K						\$107.9 K
Provide FHWA Technical Assistance to PWR CA, HI and NV Parks, FY 2012	\$20.9 K						\$20.9 K
Provide periodic, non-project specific FHWA tech. assistance to PWR parks in WA, OR, ID and MT, FY2011	\$123.7 K						\$123.7 K
PWR ATPPL/CAT III Planning Project					\$35.3 K		\$35.3 K
PWR Federal Lands Transportation Program Coordination & Support	\$394.1 K						\$394.1 K
<i>REDW</i>	\$96.7 K						\$96.7 K
Repair Public Access Bridges	\$96.7 K						\$96.7 K
<i>SAJH</i>			\$9.3 K				\$9.3 K
Support EIS process			\$9.3 K				\$9.3 K
<i>SEKI</i>	\$824.9 K		\$1,265.7 K		\$273.6 K		\$2,364.1 K
Chip Seal 11.4 Miles Generals Highway and associated turnouts and parking	-\$38.2 K						-\$38.2 K
Construction support			\$59.6 K				\$59.6 K
Correct Severe Erosion Problems at Halstead Meadow			\$22.9 K				\$22.9 K
FLHP: Chip Seal 29.9 miles of Roads, Associated Turnouts and Parking Areas in the Grant Grove Dist.	\$729.9 K						\$729.9 K
Lease buses for Park Shuttle System in FY 2013					\$273.6 K		\$273.6 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Pacific West Region (continued)							
Project support for design, compliance and revegetation			\$5.0 K				\$5.0 K
Rehabilitate 1.5 miles of Generals Highway (Amphitheater Point—Deer Ridge), Phase 1 of 2			\$567.8 K				\$567.8 K
Rehabilitate 7.5 miles of the Generals Highway, Wolverton Road and Parking Area	\$33.6 K						\$33.6 K
Replace Kings River Road Bridge at Cedar Grove (#8580-006P)			\$408.7 K				\$408.7 K
Replace Road Fill with Bridge at Halstead Meadow: FY2013 Support Costs			\$8.7 K				\$8.7 K
Revegetation			\$22.3 K				\$22.3 K
Revegetation FY05, Little Baldy to Wolverton Rd.	-\$2.3 K						-\$2.3 K
SEKI Bridge Preservation Project	\$79.8 K						\$79.8 K
SEKI Bridge Preservation Project Revegetation	\$22.1 K						\$22.1 K
SEKI: Rehabilitate 1 Mile Generals Highway (Deer Ridge to Eleven Range)			\$170.6 K				\$170.6 K
<i>VALR</i>				\$134.2 K			\$134.2 K
Complete Alternative Transportation Study to Support GMP for VALR				\$134.2 K			\$134.2 K
<i>WHMI</i>	\$32.1 K						\$32.1 K
Repair and Armor Embankment at Mill Creek Bridge, Storm Damage 2009	\$32.1 K						\$32.1 K
<i>YOSE</i>	\$14,484.7 K				\$1,388.6 K		\$15,873.3 K
Complete Transit Management Implementation Plan and Prepare CD's to Implement Transit Staging Areas					\$1,283.3 K		\$1,283.3 K
Cultural Resource Support Costs	\$23.2 K						\$23.2 K
El Portal Rock Slide Repair	-\$18.7 K						-\$18.7 K
Friction Course/Chip/Micro Seal Glacier Point Road	\$71.9 K						\$71.9 K
Improve Multi-modal Access, Promote Transit Use Tuolumne Meadows					\$105.2 K		\$105.2 K
Preserve Tunnels in Yosemite National Park	\$2,035.5 K						\$2,035.5 K
Rehabilitate Tioga Road Phase 1 of 3	\$105.9 K						\$105.9 K
Rehabilitate Tioga Road: Phase 1 of 3, Mile post 0 (Crane Flat) to Mile post 13.5 (White Wolf CG)	\$11,631.2 K						\$11,631.2 K
Rehabilitating the Remaining Segments of the Valley Loop and El Portal Roads	\$221.2 K						\$221.2 K
Revegetation	\$34.8 K						\$34.8 K
Road Side Scaling	\$379.7 K						\$379.7 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Southeast Region	\$39,433.2 K	\$796.1 K	\$283.9 K	\$35.8 K	\$2,086.8 K	\$2,174.9 K	\$44,810.7 K
<i>ANJO</i>	<i>\$111.1 K</i>						<i>\$111.1 K</i>
Rehabilitate Monument Avenue to Correct Cracking and Drainage Problems	\$111.1 K						\$111.1 K
<i>BICY</i>	<i>\$4.6 K</i>						<i>\$4.6 K</i>
Rehab Rt. 102	\$4.6 K						\$4.6 K
<i>BLRI</i>	<i>\$14,731.3 K</i>		<i>\$337.1 K</i>				<i>\$15,068.4 K</i>
Clean and Seal Surfaces and Joints on Multiple Bridges in Task Order #5	\$64.9 K						\$64.9 K
Construct GSR Wall at Milepost 374.5 Needed Due to Road Failure	\$4,526.6 K						\$4,526.6 K
Critical Repair of Big Witch Tunnel	-\$3.3 K						-\$3.3 K
Critical Repair of Devil's Courthouse Tunnel	\$82.0 K						\$82.0 K
Critical Repairs of Ferrin Knob Tunnel #1	-\$20.3 K						-\$20.3 K
GGAP Repair Road Surface at MP 358.6	\$721.8 K						\$721.8 K
Phase III—Stabilization design and repair of slide area. PIN 22549	-\$214.9 K						-\$214.9 K
Repair and Resurface Deteriorated Road Section	\$8,373.8 K						\$8,373.8 K
Repair and Resurface Deteriorated Roadway	-\$1.6 K						-\$1.6 K
Repair Defective Railing on Goshen Creek Bridge P094	\$226.2 K						\$226.2 K
Repair Mainline Road Surfaces At MP 400.1 and 404.1 With Deep Patches	\$281.7 K						\$281.7 K
Repair Retaining Walls at Ice Rock and Alligator Back			\$337.1 K				\$337.1 K
Repair Severely Deteriorated Parkway Entrance Ramp at NC 80	-\$1.2 K						-\$1.2 K
Repair/Repave Deteriorated Road Section	\$364.8 K						\$364.8 K
Repave/Repair Mainline Road Section 2F—(MP 275.50 to 290.82)	\$288.0 K						\$288.0 K
Resrface Roadway—Section 1C—MP 6-15	\$33.5 K						\$33.5 K
Seal Bridge Deck Surfaces and Repair Expansion Joints on Multiple Park Bridges	\$9.3 K						\$9.3 K
<i>CALO</i>					<i>\$706.5 K</i>		<i>\$706.5 K</i>
Harkers Island Ferry Service Site Improvements					\$326.8 K		\$326.8 K
Harkers Island Ferry Site Planning and Improvements					\$46.8 K		\$46.8 K
New Add-on Component Derived from component 189373A: Beaufort Ferry Site Planning for Exhibits and					\$8.9 K		\$8.9 K
New Add-on Component Derived from component 189473A: Harkers Island Ferry Site Planning and Improve					\$5.7 K		\$5.7 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Southeast Region (continued)							
Production & Install of Beaufort Ferry Site Exhibits & Waysides					\$318.4 K		\$318.4 K
<i>CANA</i>	\$17.7 K						\$17.7 K
Leveling and Overlay Playalinda Beach Road and Parking Lots	\$17.7 K						\$17.7 K
<i>CARL</i>					\$5.2 K		\$5.2 K
Component Created by Splitting component 187148A: Conduct Alternative Transportation Feasibility St					\$5.2 K		\$5.2 K
<i>CHCH</i>	\$155.0 K		-\$64.4 K				\$90.6 K
Replace Two Bridges on Alexander Bridge Road			-\$64.4 K				-\$64.4 K
Resurface Route 0011 Lafayette Road and Associated Parking	\$155.0 K						\$155.0 K
<i>CUGA</i>	\$210.5 K						\$210.5 K
Bridge Repair/Rehab Maintenance	\$210.5 K						\$210.5 K
<i>CUIS</i>					\$986.2 K		\$986.2 K
Rehabilitate Floating Dock at Plum Orchard to Meet ADA Standards					\$390.6 K		\$390.6 K
Rehabilitate Seacamp Dock to Meet ADA Standards					\$595.5 K		\$595.5 K
<i>EVER</i>	-\$3,030.0 K						-\$3,030.0 K
Deferred Road Maintenance	-\$3,030.0 K						-\$3,030.0 K
<i>FOPU</i>	\$205.6 K						\$205.6 K
Construct new entrance bridge	\$205.6 K						\$205.6 K
<i>GRSM</i>	\$14,587.1 K					\$1,615.0 K	\$16,202.1 K
8E14—Construct Foothills Parkway 8E Missing Link						\$157.5 K	\$157.5 K
Alum Cave Intersection and Parking Area	\$270.8 K						\$270.8 K
Component Created by Splitting component 51298A: Construct 0.3 Miles of Foothills Parkway-8E (Missin						\$75.3 K	\$75.3 K
Component Created by Splitting component 90563B: Rehailitation of Newfound Gap Road-NC (Phase II-Mil	-\$516.4 K						-\$516.4 K
Construct 0.3 Miles of Foothills Parkway-8E (Missing Link-Phase IV)						\$87.8 K	\$87.8 K
Construct Foothills Parkway 8E Missing Link (Site 7)						\$151.7 K	\$151.7 K
Construct Site 3 on Foothills Parkway Missing Link						\$150.3 K	\$150.3 K
Construct Site 5 of Foothills Parkway 8E Missing Link						\$31.5 K	\$31.5 K
Construct Site 6 of the Foothills Parkway Missing Link						\$154.9 K	\$154.9 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Southeast Region (continued)							
Emergency Repair and Reconstruction of Newfound Gap Road at MP 22 (Landslide site)	\$5,293.5 K						\$5,293.5 K
Emergency Repairs to Cataloochee Entrance Road in North Carolina	\$164.2 K						\$164.2 K
Emergency Repairs to Greenbrier Entrance Road in Tennessee	\$83.1 K						\$83.1 K
Emergency repairs to Parsons Branch Road in the Cades Cove District of the park	\$126.3 K						\$126.3 K
Final Construction and Surfacing of Sections 8E and 8F of the Foothills Parkway Missing Link						\$571.9 K	\$571.9 K
Install 5/8" thin mat of asphalt on the Gatlinburg Bypass and Newfound Gap Road	\$94.7 K						\$94.7 K
Newfound Gap Road, Resurface Roadway and Rehabilitate Guardwalls—TN (Phase II-Milepost 6.5 to 12.5)	\$1,469.4 K						\$1,469.4 K
Project 8E17—Construct Foothills Parkway 8E Missing Link						\$188.4 K	\$188.4 K
Reconstruct Stone Masonry Guardwalls on Newfound Gap Road	\$3.1 K						\$3.1 K
Repair Chimney Tops Trail Bridge 1	\$126.3 K						\$126.3 K
Replacement of Roaring Fork Motor Nature Trail Bridges #1 (051P) and #3 (053P)	\$2.8 K						\$2.8 K
Replacement of Roaring Fork Motor Nature Trail Bridges #2 (052P), #4 (054P), and #8 (161P)	\$14.5 K						\$14.5 K
Replacement of Roaring Fork Motor Nature Trail Bridges #5 (055P), #6 (056P), and #7 (057P)	\$2.8 K						\$2.8 K
Resurface Gatlinburg Bypass Road	\$3,063.4 K						\$3,063.4 K
Resurface Newfound Gap Road and Rehabilitate Guardwalls-TN (Phase III-Milepost 0 to 6.5)	\$656.1 K						\$656.1 K
Resurface Newfound Gap Road and Rehabilitate Stone Masonry Guardwalls (Milepost 12.5 to 14.5) Part 1	\$7.4 K						\$7.4 K
Slide Stabilization on Newfound Gap Road at Milepost 16.5	\$3,725.1 K						\$3,725.1 K
Support Funding for Project 8E14						\$45.7 K	\$45.7 K
<i>GUIS</i>	\$376.5 K		\$31.6 K		\$383.6 K		\$791.7 K
Conduct Technical Study of Fort Pickens Area Shuttle Tram Service					\$0.0 K		\$0.0 K
Cyclic Asphalt Overlay and roadway rehabilitation as necessary on Fort Pickens Road (Route 12)	\$74.8 K						\$74.8 K
Ferry and Shuttle Feasibility Study					\$383.6 K		\$383.6 K
Overlay Davis Bayou Unit and Bridge Repairs	\$301.0 K						\$301.0 K
Overlay Fort Pickens Historic District	\$0.7 K						\$0.7 K
Planning, Design, and Compliance funding for potential realignment of section of roadway			\$31.6 K				\$31.6 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Southeast Region (continued)							
<i>KEMO</i>	\$107.9 K						\$107.9 K
Seal Coat and Restripe Asphalt Park Roads and Parking Areas	\$107.9 K						\$107.9 K
<i>MACA</i>	\$42.4 K						\$42.4 K
Rehabilitate Cedar Sink Road	\$42.4 K						\$42.4 K
<i>NATR</i>	\$11,167.8 K		-\$20.3 K	\$35.8 K		\$559.9 K	\$11,743.1 K
20% Match Requirement for the Scenic Byways Grant	\$70.7 K						\$70.7 K
20% Match Requirement for the Scenic Byways Grant for rehab of Colbert Ferry Comfort Station	\$63.5 K						\$63.5 K
20% Match Requirement for the Scenic Byways Grant for Rehab of Pharr Mounds Comfort Station	\$34.7 K						\$34.7 K
Component Created by Splitting component 179279C: Component Created by Splitting component 179279B:				\$35.8 K			\$35.8 K
Design and Construct Multi-Use Trail, Section 3P						\$14.8 K	\$14.8 K
Design and Construct Stage 1B of the Jackson Multi Use Trail						\$214.7 K	\$214.7 K
Design and Construct Stage 2A of the Jackson Multi Use Trail						\$274.7 K	\$274.7 K
Design and Construct Stage 2B of the Jackson Multi Use Trail						\$55.7 K	\$55.7 K
Eliminate Cedar Creek Erosion	\$1,300.3 K						\$1,300.3 K
Maintain Roadway at MP 94.8—Ridgeland District (3P)	-\$0.1 K						-\$0.1 K
NATR 2A,3W, Paint Structural Steel on Two Bridges			-\$20.3 K				-\$20.3 K
NATR 2B Repair TN River Bridge	\$867.4 K						\$867.4 K
NATR 3H,J,K,L,M,N; Parkway Rehabilitation	\$19.0 K						\$19.0 K
NATR IDIQ Repair Bridges Task Order #3	-\$2.9 K						-\$2.9 K
Overlay Park Road—PM Project from MP 334.55 to MP 344.55	\$48.1 K						\$48.1 K
Overlay Park Road—PM Project from MP 38.17 to MP 45.04	\$56.0 K						\$56.0 K
REHAB PARKWAY MP 219—240 BASE REPAIR & RESURFACE—PMIS	\$6,209.3 K						\$6,209.3 K
Repair Bridges 5570-405P and 5570-042P (Formerly PMIS 141696)	\$1,781.8 K						\$1,781.8 K
Repair Bridges over Little Swan and Big Swan Creeks	\$215.2 K						\$215.2 K
Repair Damaged Hwy 82 Bridge	-\$303.1 K						-\$303.1 K
Repair scour/erosion and damaged beams Bridge Structure 5570-181P	\$696.5 K						\$696.5 K
Repair scour/erosion and damaged beams Bridge Structure No. 5570-298P	\$49.4 K						\$49.4 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Southeast Region (continued)							
Wedge, Level and Seal RI Parkway Motor Road	\$61.9 K						\$61.9 K
<i>SERO</i>	\$745.7 K	\$796.1 K					\$1,541.7 K
A/E Consultant and EFLHD LRTP Technical Support		\$796.1 K					\$796.1 K
FY07 Southeast Region Pavement and Bridge Preventative Treatment and Spot Safety Improvement Program	\$299.3 K						\$299.3 K
Preliminary LRTP Development Activities		\$0.0 K					\$0.0 K
SER Transportation Program Management, FY13	\$431.5 K						\$431.5 K
SERO—FLHP Coordination and support for FY13	\$14.8 K						\$14.8 K
<i>VIIS</i>					\$5.3 K		\$5.3 K
Compliance and Design For Shared Use Path					\$5.3 K		\$5.3 K
Headquarters	\$110.6 K	\$7,545.8 K		-\$404.4 K	\$6.0 K		\$7,257.9 K
<i>WASO</i>	\$110.6 K	\$7,545.8 K		-\$404.4 K	\$6.0 K		\$7,257.9 K
10-413R IMARS Reporting Process		\$25.7 K					\$25.7 K
Accident Reporter Database		\$99.0 K					\$99.0 K
<i>BIP</i>		\$2,955.3 K					\$2,955.3 K
<i>BMS</i>		\$638.2 K					\$638.2 K
<i>CMS</i>		\$28.8 K					\$28.8 K
CTIP Development Tool for Pavement Markings	\$51.7 K						\$51.7 K
GIS Support for LRT Planning (5%)		\$60.7 K					\$60.7 K
GIS Team (5%)		-\$3.7 K					-\$3.7 K
Interagency Transportation Land Use and Climate Change Scenario Planning		\$41.8 K					\$41.8 K
Locations for incident reporting		\$53.3 K					\$53.3 K
Long Range Transportation Planning Process Dev (5%)		\$15.2 K					\$15.2 K
LRTP Corporate Data Collection		\$337.5 K					\$337.5 K
National Long Range Transportation Plan (5%)		\$259.2 K					\$259.2 K
NPS Servicewide Visitor Transportation Systems (VTS) Financial Conditions Assessment					\$6.0 K		\$6.0 K
<i>PMS</i>		\$266.7 K					\$266.7 K
PRP PROGRAM & FLH-NPS PARTNERSHIP SUPPORT	\$65.2 K						\$65.2 K
<i>RIP</i>		\$1,629.3 K					\$1,629.3 K
Safety Management System	-\$6.3 K						-\$6.3 K
<i>SMS</i>		\$11.6 K					\$11.6 K

Appendix: Table of Project Details (continued)

	Category I / 3R	Planning (5% Cap)	Category I / 4R	Other (ARRA, Special Projects)	Category III	Category II	Grand Total
Headquarters (continued)							
TDP		\$4.7 K					\$4.7 K
TMS		\$197.4 K					\$197.4 K
Traf Monitor System		\$873.4 K					\$873.4 K
Traffic Barrier Inventory				-\$404.4 K			-\$404.4 K
Visitor Experience and Long Range Transportation Planning (5%)		\$28.6 K					\$28.6 K
WIP and GIP		\$23.2 K					\$23.2 K
Grand Total	\$176,944.4 K	\$8,916.7 K	\$16,551.7 K	\$348.8 K	\$12,283.2 K	\$2,174.9 K	\$217,219.8 K

APPENDIX FOOTNOTE

1 Project-level obligations estimated based on PTATs approved amounts and total year-end obligations.